Table 5. PAD District 1 - Supply, Disposition, and Ending Stocks of Crude Oil and Petroleum Products, June 2023 (Thousand Barrels)

(Thousand Barrels)	Our d							Diemogialier				
	Supply							Disposition				
Commodity	Field Production	Transfers to Crude Oil Supply	Biofuels Plant Net Production	Refinery and Blender Net Production	Impor- ts (PADD of Entry) <sup>1</sup>	Net Receipts <sup>2</sup>	Adjust- ments <sup>3</sup>	Stock Change <sup>4</sup>	Refinery and Blender Net Inputs	Exports	Products Supplied <sup>5</sup>	Ending Stocks
Crude Oil	2,162	2,575			16,165	2,225	-4,272	-407	19,262	ı	0	7,493
Hydrocarbon Gas Liquids	21,846	-1,830	-10	871	629	1,533		-90	551	9,570	13,009	8,265
Natural Gas Liquids	21,846	-1,830	-10	731	334	1,309		-42	551	9,570	12,301	8,194
Ethane	9,550			_	_	-5,544		102		2,187	1,717	1,219
Propane	7,026			334	252	5,353		-682		5,468	8,179	4,561
Normal Butane	2,178		_	390	82	1,750		605	26	1,866	1,902	1,973
Isobutane	919	-1.830	-10	7	_	-243		47	132	1	503	175
Natural Gasoline  Refinery Olefins	2,173	-1,830	-10	140	295	-7 225		-114 -48	393	48 	708	266 71
Ethylene				10	293	223		-40			10	/
Propylene				132	295	225		-41			693	70
Normal Butylene				-2	_	_		-7			5	1
Isobutylene				-	-	-		0			0	0
Other Liquids		-745 	<b>595</b> 595		<b>26,270</b> 581	<b>61,522</b> 10,665	<b>6,005</b> -868	<b>2,968</b> 108	<b>89,996</b> 10,435	<b>294</b> 41	<b>388</b> 388	<b>67,166</b> 8,592
Hydrogen			393		301	10,003	79	100	10,433	41	0	0,392
Biofuels (including Fuel Ethanol)			595		581	10,665	-947	108	10,356	41	388	8,592
Fuel Ethanol <sup>6</sup>			372		_	10,643	-947	43	9,986	39	0	7,079
Biofuels (excluding Fuel Ethanol) <sup>7</sup>			222		581	22		65	370	2	388	1,514
Other Hydrocarbons					_	-		-	_	-	_	_
Unfinished Oils		-745			3,463	19		419	2,068	250	0	4,220
Motor Gasoline Blend.Comp. (MGBC)			_		22,226	50,838	6,872	2,441	77,493	2	0	54,354
Reformulated			_		4,230	9,711	3,599	1,288	16,252	0	0	19,065
Conventional  Aviation Gasoline Blend. Comp					17,996	41,127	3,273	1,153	61,241	2	0	35,289
Aviation Gasoline Biend. Comp					_	_			_	_	_	_
Finished Petroleum Products			1	109,714	9,525	42,467	-5,926	-3,792		2,132	157,442	58,845
Finished Motor Gasoline			_	97,464	3,790	1,932	-5,926	-524		53	97,732	2,768
Reformulated			_	35,840	_	_	-2,707	-1		-	33,134	4
Conventional			_	61,624	3,790	1,932	-3,219	-523		53	64,597	2,764
Finished Aviation Gasoline				_		134		-17		-	151	136
Kerosene-Type Jet Fuel			_	2,355	1,072	16,526		-208		462	19,699	11,893
Kerosene  Distillate Fuel Oil <sup>6</sup>			_	146 5,953	3,029	21,623		-6 -1,810		4 671	148 31,745	545 27,185
15 ppm sulfur and under			1	6,088	3,029	21,823		-1,510		660	31,745	25,774
Greater than 15 to 500 ppm sulfur			_	16	5,024	21,379		-1,327		10	136	512
Greater than 500 ppm sulfur			_	-151	_	244		-158		10	250	899
Residual Fuel Oil				770	556	-		-359		3	1,682	6,693
Less than 0.31 percent sulfur				-2	_	-		-122		NA	NA	707
0.31 to 1.00 percent sulfur				524	121	_		529		NA	NA	1,609
Greater than 1.00 percent sulfur				248	435	_		-766		NA	NA	4,377
Petrochemical Feedstocks				-	3	300		-		_	303	_
Naphtha for Petro. Feed. Use				_	3	300		_		_	303	_
Other Oils for Petro. Feed. Use				9	2	-		-3		_	_ 14	- 46
Special Naphthas Lubricants				370	103	360		-3 -215		289	759	1,341
Waxes				18	51	- 300		-213		72	-9	365
Petroleum Coke				450	1	506		_		478	479	_
Marketable				220	1	506		_		478	249	_
Catalyst				230				-			230	
Asphalt and Road Oil				1,172	918	1,086		-652		81	3,747	7,819
Still Gas				937				_			937	
Miscellaneous Products				70	_	_		-4		19	55	54
Total	24,008	0	585	110,585	52,589	107,747	-4,193	-1,321	109,809	11,996	170,838	141,769

<sup>=</sup> Not Applicable

<sup>=</sup> No Data Reported = Not Available.

Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

Net receipts equal gross receipts minus gross shipments by pipeline, tanker, and barge. Receipts and shipments by rail are included for crude oil, propane, normal butane, isobutane, propylene, ethanol, biodiesel, marketable petroleum coke, and asphalt and road oil.

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Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for hydrogen, motor gasoline blending components, and fuel ethanol. See Appendix B,

Note 2C for a detailed explanation of these adjustments.

A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes).

Product supplied is equal to field production, plus biofuels plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

6 Excludes stocks located in the "Northeast Heating Oil Reserve", "Northeast Regional Refined Petroleum Product Reserve", and "State of New York's Strategic Fuels Reserve Program". For details see Appendix

<sup>7</sup> Includes biodiesel, renewable diesel fuel, renewable heating oil, renewable jet fuel, renewable naphtha and gasoline, and other biofuels and biointermediates.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Data source: Energy Information Administration (EIA) Forms EIA-810, "Monthly Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal Report," EIA-816, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Report of Biofuels, Fuels from Non-Biogeni Wastes, Fuel Oxygenates, Isooctane, and Isooctene." Domestic crude oil field production estimates based on Form EIA-914, "Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report," and data from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the U.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.